



The Call Boy

All In The GGLS Family



Recently, there have been security issues that have been addressed by the installation of keyed security locks on the Shattock Barn. Keys were issued to individuals who have need for immediate access to the barn. Two members were at Train Mountain, one on vacation, and the other, Mr. President, couldn't make it up to the track last Sunday. He gave his key to granddaughter, Audrey, who was working at the ticket booth up at Redwood. She had instructions to not give the key to anyone. We were able to bribe her out of the key and also let her help Sammy put the club train away. No longer "little" Audrey!

Event Calendar

July

7/12/15 GGLS Member Meeting
7/12/15 GGLS Board Meeting

August

8/09/15 GGLS Member Meeting
8/09/15 GGLS Board Meeting

September

9/13/15 GGLS Member Meeting
9/13/15 GGLS Board Meeting
9/15/12 Work Day 9:00AM

October

10/03/15 GGLS Fall Meet
10/04/15 GGLS Open House
10/11/15 GGLS Member Meeting
10/11/15 GGLS Board Meeting
10/16-18 Sacto Fall Meet

November

11/08/12 GGLS Member Meeting
11/08/12 GGLS Board Meeting

The Call Boy

Editorial Staff

Pat Young
Rick Zobelein

Officers

President: Jim Dameron
Vice President: Andy Weber
Secretary: Pat Young
Treasurer: John Lisherness
Safety: Michael Smith
Ombudsman: Ken Blonski

GGLS Committee Chairmen

Track: Jim Dameron
Bill Smith
Rolling Stock: Richard Croll
Public Train Richard Croll
Bits & Pieces: Sheldon Yee
Buildings: Rich Lundberg
Grounds: Andy Weber
Signal System: Steve Vitkovits
Boiler Testing: Jerry Kimberlin
High Track: Jeremy Coombs
Refreshments: Walt Oellerich
Sheldon Yee
Technical: Charlie Reiter
Round House: Michael Smith
Web Page: Pat Young
Librarian: Pat Young

Membership

Rick Zobelein
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Call Boy

Articles and photos submitted for insertion in the
Call Boy should be sent to Pat Young at:

10349 Glencoe Dr., Cupertino, CA 95014
phty95014@yahoo.com

**Deadline for submittal to next months' issue is
15th of the month**



Announcements

Break In at GGLS Premises

Last month there was a break in at the Shattock Barn. This has been reported to the authorities who are investigating the incident and more information will be disclosed as the club receives them. The effort to prevent this reoccurring is discussed in the club minutes under Old Business and in the Board minutes under New Business.

The Personal Identification Numbers (PINs), that have been issued to members, for clubhouse access, must be used only by the person that it was assigned to. It cannot and must not be passed around otherwise our entry security system is compromised. The document sent with issued PINs clearly states this requirement.

Boiler Check at Meets

In the Call Boy, it was mentioned that there would be no boiler checks done during the Spring Meet. A member from Napa expressed difficulty, in coming before the meet, to get a boiler check. The policy of allowing individuals coming from a distance to get a boiler check during the meet is still in effect. If there are any questions or comments about anything stated in the CallBoy, please contact the editor for clarification or resolution.

Golden Gate Live Steamers
a 501(c)(3) Non-Profit Educational Museum

Track & Club House Location
2501 Grizzly Peak Blvd.
Berkeley, CA, 94708
510-486-0623
www.ggls.org

Club Meeting Minutes

The Club meeting was called to order on June 14, 2015 at 9:55 am by President Jim Dameron with an average attendance of 29+ individuals on a overcast, 52 degree that got sunny & nice.

New Members and Guests:

Some individuals that came to the Spring Meet wanted to become members. Brian Parry loves trains and has a large scale Plymouth locomotive which he and his father-in-law plan to use when heading up to Train Mountain shortly. George & Lucas Barros made their second of two visits towards becoming eligible and turned in their application with their membership fee. Welcome to you both and we hope to see you regularly.

Steam-related Activities:



The 2015 GGLS Spring Meet was well attended & well handled by Rick Reaves & Bob Morris who did a great job. Many thanks to all those who helped out, especially to John Lisherness who lent his Shay to help shuttle the Public during Open House Sunday.

Committee Reports:



Building Chairman Rich Lundberg wanted to remind everyone to put things back. A bottle of lock

lubricant clearly marked is missing. He is shown holding a can of one part epoxy roof repair filler but the other part could not be found.

He wanted to thank the following individuals for their contributions to the club:

Dave Bradas painted the benches which took a lot of effort because the wood absorbed the paint so quickly.

To Bob Morris & his crew who painted Tilden Station and looks a lot better.

To Rick Reaves who built several racks to store ladders inside the Barn in order to prevent thieves from using or stealing them.

To John Smith who is working on getting an oven replacement for the club house kitchen. There is a large toaster oven for use in the meanwhile.

To improve security on the club premises, the following items have been done: The windows of the kitchen are now screwed down to make them permanently closed, the kitchen door has a new door closer that works with gusto and its PIN lock has been changed.

Grounds Chairman Andy Weber says that routine maintenance keeps the club in good shape. Thanks to Jacob Hulbert and others to get the club in shape prior to the meet. Jacob ran the weed eater, some unsung hero did the mowing, Bill Smith picked up trash and probably many other unsung heroes contributed to the cause. We are sorry to not remember all those who helped out but the club appreciates all help given.



Final mention goes to Andy, Jerry and Bill who rebuilt the angle iron braces that hold the wig wag signal together. It was a tough job on rickety ladders in order to hold up that heavy signal head!

Safety Chairman Michael Smith happily reported that there were no incidents recently or during the Spring Meet.

As of Saturday morning, the signal system & switch actuators were operational according to Steve Woods. Switch T26 was installed and is now working properly. Thanks to Steve, Dan Swanson and Rick Reaves for keeping the signals & switches in proper working order.

Ground track chair, Bill Smith, reports, with a grin on his face, that the track is still there.

The High Track committee chairman was busy with his other life but Bob Morris was happy to announce there were no issues during the meet and Mel McDonough tested it constantly to make sure it's still runnable.

Public Train chairman Rich Croll thanked everyone who was able to help out with the Public Train during the Spring Meet, especially to John Lisherness for the use of his big Shay. There were lessons to be learned which will be applied next time. The second conductor car was finished in time for the meet although the latex paint used for painting the car didn't dry as quickly as it used to.

John Lisherness reports:

Heintz Atlantic: No new status.

Hunter Atlantic: Its brake cylinder needs to be rebuilt and a determination made as to why the brake valve is not working correctly.



Johnson Pacific: After much wrangling to pull off the boiler & trailing truck, Rick Zobelein, John

Maryott & Jim Dameron were able to remove the cracked cradle extension. The next step is to purchase a new replacement casting and machine it to fit on the frame of the locomotive.

RGS #22: As reported in last month's CallBoy, there was a funny situation where a ball valve in the smokebox slowly worked its way shut and impeded the locomotive's operation. Once open, everything is fine again.

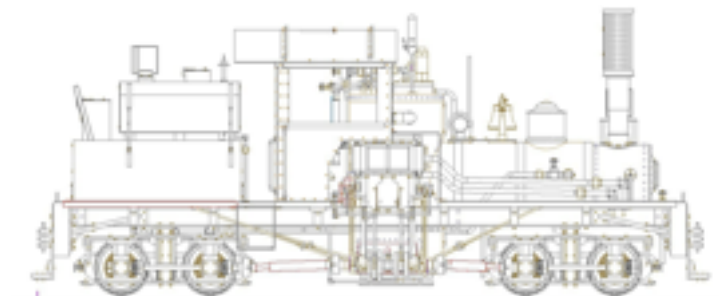
Baldwin diesel: Re-lettered and operational.

UVAS diesel: Re-lettered and operational.

Rolling Stock chairman Rich Croll picked up the trucks from the old conductor and will be rebuilt for the 10th riding car.

Pat Young read an excerpt from the Sacramento Live Steamers who experienced problems at their club: *"VANDALISM AGAIN -- Vandals lifted two areas of track out of the roadbed in the Meadow area of the park sometime before last Saturday. Our Track Superintendent Dennis Bowie received a call from Andy Berchielli as he was there to run two birthday parties. Dennis spent almost four hours removing some of the ballast and re-leveling the track, followed by re-ballasting and tamping."*

Pat received a link from Rick Zobelein which will be included in the Call Boy. This is a web site titled "RailGrass dot info". It is designed by member Allan French and is an source of information on California/SF Bay area music, Music Events & Resource List, Season's Summery of Sounds, and Dulcimer-ukulele-autoharp information. This web site can be found at www.railgrass.info.



Pat Young replaced several of the Mich-Cal shay drawings with new ones now that he has completed the

one done by Bill Harris. If you are interested in a drawing but don't see or have a specific comments, please contact him at phty95014@yahoo.com.



Planning Group chairman Steve Vitkovits gave a detailed feedback of the survey results acquired last month. It was a very informative presentation and Steve received an applause for his effort. In this issue, Steve has provided a summary of his talk.

Officer's Report:

Secretary Pat Young spoke on the following two items that occurred last month:



We are in contact with the Trustee & realtor for Stanley James' estate and his will has bequeathed to the club, 10 of his model steam engines & locomotives. They include a Economy stationary steam engine, a cabin cruiser motor launch, a 3/4" scale Kozo Heisler, a scale model steam tractor, a 0-4-2 Lion locomotive, a 0-4-0 Juliet, a 0-6-0 LMS boxy looking locomotive, a 2-4-0 locomotive named Petrolea, a 2-4-4 3/4" scale US style locomotive and a cute 0-4-0 switcher.

I want to thank Charlie Reiter & Berne Holman for taking time from their busy schedule to pick up and store the models for the club. The Board will decide what their future will be.

One of the highest expenses that our club has every year is our club insurance premiums. For many years, we have dealt with Vivian Sundin of HMDB Insurance Services of Long Beach, California. This, to make sure that the club has adequate/minimum coverage required by the East Bay Regional Park District. Also, enough supplemental coverage that our club may need to rebuild in case of a catastrophic incident or an "act of god". We carry general liability for the Public Train, property insurance for the club buildings, locomotives, rolling stock and volunteer accident coverage. We don't cover members and their equipment stored at the track or used on club property..

Our current carrier is Scottsdale Insurance Company who has a A+ rating . Last month Vivian contacted our club about a new program tailor made for us. They put all insurers with similar/related business together which will provide lower premiums. We can still choose to continue with our current insurance carrier if so desired.

After a preliminary comparison of coverage, it appeared that our insurance premiums would be significantly reduced. This to be presented to the Board for acceptance.

Treasurer John Lisherness gave a itemized report showing that this month the club had reduced growth in revenue from Public Train donations. More details can be obtained from John if interested.

Old Business:

The issue of security at the club was discussed in depth including details about the break-in at the Shattock Barn earlier in May. The Board is discussing what can be done to improve security and prevent this from happening again.

Last year there was a discussion about installing a video security system to just keep track of who was on the club premises. At that time, the club was not ready to spend that kind of money.

Now, with the recent break-in at the club, the purchase of a video security system was proposed to the membership. Various options, limitations and

particular needs were explored. After much debate, a written vote produced 23 'yes' versus 8 'no' in favor of funds to be spent on a suitable video security system.

New Business:

No new business.

Board Meeting Minutes

The June 14, 2015 Board Meeting began at 11:29 am with Board members Jim Dameron, John Lisherness, Rich Lundberg, Michael Smith & Pat Young with Dave Bradas, Bob Cohen, Artie Debeling, Dave Keitel, Edson Lee, Roy Motz and Charlie Reiter attending.

Old Business:

The club is trying to get a permit from the Contra Costa Building Department to bring electrical power to Tilden Station. The Building Department issues this permit only to a licensed electrical contractor that works in Contra Costa. If we cannot find a club member that qualifies, we will have to hire one.

Until we can get power to the station, we can't take advantage of the very generous sound system donation offer from the Meyer family.

New Business:

Another round of discussion concerning club security in general and the use of the future video security system was done. Although there was still disagreements, at least everyone's view was heard. This probably is not the end on the subject.

One of the facts brought out was that there is a perception that the Board is doing things in secret and not communicating them to the membership. The Board replied that they conduct business in an orderly & professional manner during club meetings and in emergencies by phone or email. The Board meeting is not restricted/closed and all members have a right to voice their opinion. Please feel free to comment personally or by email to the secretary at: phty95014@yahoo.com with anything for the Board.

Note that our official mode of communications is through the use of our newsletter, the Call Boy, and the editor reserves the right to screen & edit material that might be offensive, detrimental or of a sensitive matter. An example of this type of omission may be the discipline of a member.

After some discussion, a member had his PIN access restored. It was decided that a deactivated PIN will require the member to appear before the Board to plead his case for reactivation.

Bob Cohen believes that the rights & responsibilities of underage individuals, as part of a Family membership, is unclear and he wishes to investigate this further. His findings will be presented to the Board at a later date.

The club's insurance coverage proposal to use another carrier was examined & compared. The Board has decided to accept the new insurance proposal.

Club compliance with the Americans with Disabilities Act (ADA) was brought up. About a dozen years ago, an architect with ADA experience came to evaluate the club situation. His conclusion was that the club couldn't do much more and because it is a private club which occasionally allows the public on club grounds, we were essentially exempt. Now this does not preclude anyone from forming a group to make the club premises more ADA compliant. A lift bridge on the High track by the roundhouse would be an excellent project to addressin carrying things over high track.

The bequeathment from the late Stanley James was examined and it is believed that Stan hoped that many of his items would stay in the club. It has decided these items would be sold through a silent auction (with a reserved, minimum bid) at the Fall Meet in October. Charlie Reiter would bring a few of the 11 items to every meeting for examination. Those items not purchased would be sold through our web site and/or the Discovery Live Steam web site.

Bits and Pieces

by Sheldon Yee

Rules of the Month

By Dan Swanson



RULES of the month



2011 Safety & Operations manual

Section 2 - Equipment

2.07 Sight Glasses - *Steam boilers shall have a water level gauge located such that water showing at the bottom of the glass is covering the crown sheet by at least 5/8" for 1 1/2" scale (or larger) and 1/2" for 1" scale when the locomotive is level. The top of the water glass fitting must be connected to the top of the boiler, not the turrent. The sight glass must be capable of being "blown down" and shall be checked during the annual inspection.-*

Section 3 - Operating Procedures

3.11 Stopping - *Trains shall NOT stop on any bridge, crossing, switch, or main line track except in case of emergency or when waiting for a clear track.-*

Section 6 - Safety Committee

6.02 Boiler Inspectors - *The Safety Committee Chairman shall post a list of boiler inspectors on the bulletin board of the clubhouse.-*

6.12 Exceptions - *The chairman of the Safety Committee may grant exceptions to any of the rules in this manual, on a case by case basis.-*



Anthony Duarte - 2-1/2" scale "MONITOR" Injector; made from wax castings and printing methods. Also Spanner Nuts for the injector.



Charlie Reiter - Hand Drill Press from a bygone era (Thank God !).



Stan James (RIP) , his "JULIET", an 0-4-0 3 1/2" gauge engine which should not take too much effort to get into working condition. This locomotive will be available for purchase via silent bid at the Fall Meet.

**Summary of the May 24, 2015 Meeting of the
Planning Group**
By Steve Vitkovits



Category	Count	Percentage
QUALITY MEMBER BENEFITS	1	3.7%
TRUCKS	2	7.4%
RAILROADS	5	18.5%
TECHNICAL	4	14.8%
COMMUNICATIONS	4	14.8%
MEETINGS	4	14.8%

Item	Count	Percentage
FATHER SUGGESTING A REVIEW OF ALL PRIORITIZED STRUCTURES	1	3.7%
A SERIES OF ARTS	1	3.7%
A SPECIALIZED TRAINING PROGRAM	1	3.7%
A CHANGE IN ORGANIZATION	1	3.7%
A SCHEDULE OF FUTURE TRAINING	1	3.7%

Twenty-seven survey sheets were analyzed and the results consolidated into general categories. The committee thanks those GGLS members who took the time to help the club by responding to the survey.

Responses to the “What do You Like” question were loud and clear on two main items: Track Layout and Facilities, and Opportunity to mingle with like-minded individuals who enjoy live steam. There was unanimous agreement within the committee that this is the over riding strength of GGLS.

On the flip side, there appeared to be about a half dozen or so categories of concerns about how GGLS is controlled by the people who run it. The “I dislike”

responses were mostly anecdotal relating to some negative experience in dealing with club management. It is important to understand these comments may or may not be factual. However, either way they must be resolved.

The next step for the committee will be to prescribe a solution to the Board of Directors that would eliminate or greatly reduce the potential for the kind of negative comments found in the survey responses.

New Locomotive on GGLS Iron
From Steve Vitkovits



Congratulations to Matt Thomas on getting his four-inch scale, two truck Shay out for its initial run on Sunday, 14 June 2015.

It is powered by a 22 HP Honda engine driving an Eaton Variable Output Pump. The engine weighed in at 836 pounds, but that may go up a bit as the detailing is completed. Compressed air is supplied by an electrically driven Viair pump. No castings were used; all major structural elements were weldments.

Great job Matt. We are all looking forward to seeing your engine in its final livery.